बैठ जाइये। यह बात आप चैम्बर में भी कर सकते हैं। क्वैश्चन आवर का टाइम जा रहा है। दूसरे मैम्बर... (व्यवधान) सवाल करना चाहते हैं।

श्री मूल चन्द मीणा : मैडम, यह बहुत ही इम्पारटेंट है।

उपसभापति : बैठिए।

श्रीमती सत्या बहिन : मैडम, यह सवाल बहुत ही इम्पारटेंट है।

SHRI MENTAY PADMANABHAM: Only one suggestion, Madam. This is a very important question. Why don't we have a half-an-hour discussion if time permits? (*Interruptions*)...

THE DEPUTY CHAIRMAN: We have spent 25 minutes on this question. If the time permits we will do it. If the time permits we will give half-an-hour to it. Now let me call Question No. 323 Question No. 223.

Impact of Truck Orepators Strike on sail

*223. SHRI SURESH PACHOURI: Will the Minister of STEEL be pleased to state:

(a) whether the Steel Authority of India Limited (SAIL) had suffered a loss to the tune of Rs. 600 crores during the recent strike of truck-operators;

(b) whether the stock yard delivery of steel was badly affected;

(c) if so, to what extent the situation has improved after the strike was called off;

(d) to what extent improvement has been made in clearing the stock yard delivery;

(e) whether the SAIL has been losing sale amounting to 11,000 tons daily; and

(f) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) to (f) A Statement is laid on the Table of the House.

Statement

(a) No, Sir.

(b) Yes, Sir. Stockyard deliveries were affected during the period of strike.

(c) and (d) Yes, Sir. There has been noticeable improvement in sales during October and November, 1993. During October 1993, stockyard deliveries of Steel rose to 4.03 lakh tonnes reducing stockyard stocks by around 33,000 tonnes. In November, there was no accretion to stockyard stocks. Commulative sales (including exports) between April-November, 1993 at 4.7 million tonnes were higher by around 5.4 lakh tonnes compared to the corresponding period last year.

(e) No, Sir.

(f) Does not arise.

श्री सुरेश पचौरी : महोदया, मैं आपके माध्यम से मंत्री जी से यह जानना चाहूंगा कि "सेल" को ट्रक आपरेटरों की वजह से जो भारी नुकसान उठाना पड़ा, उस ट्रक आपरेटर्स की स्ट्राइक के अलावा और कौन-कौन से कारण थे जिसकी वजह से 1993 में "सेल" को भारी नुकसान उठाना पड़ा दूसरा, ट्रकों द्वारा "सेल" की डिलीवरी का कितना प्रतिशत 1993 में रहा ? इंटरनेशनल मारकैट पर ट्रकों की हड़ताल की वजह से कितना प्रभाव "सेल" पर पड़ा। साथ ही ट्रकों की हड़ताल को ध्यान में रखते हुए "सेल" के द्वारा भविष्य में क्या वैकल्पिक योजना बनाई गई है जिस योजना के क्रियान्वयन की वजह से "सेल" को इतना भारी नुकसान न उठाना पड़े ?

SHRI SONTOSH MOHAN DEV: Madam, it is a fact that when there was a strike, the delivery at the stockyard was definitely affected. But in the subsequent time we have been able to overcome this difficulty. As stated by the hon. Member, at the end of the year 1992-93, SAIL have earned Rs. 423.40 crores against the previous years's figure of Rs. 367.30 crores and for that the credit goes to our workers and our management who have overcome the effect of that particular situation.

Madam, the hon. Member has asked what the strategy is, which is being followed by us to overcome such a situation. There are certain strategies. One of them is that when we get a notice of strike or when we come to know about a strike, the first and foremost step, we try to inform our customers to lift their quota avoiding that strike period. Secondly, we contact the Chief Secretaries and other customers like Railways, Defence and others, who generally lift the products on their own transport, to lift the products before the strike or during the strike. Thirdly, we try to work overtime in the period previous to the strike so that the backlog that will be suffered during the strike can be covered.

Another question which the hon. Member has asked is: What is the impact of these strikes in the inter-national market? I am happy to inform you that last year the country was able to export slightly less than one million tonnes of steel in the international market. This year we expect the overall sale in the international market will be about two million tonnes. Thereby we will be able to earn foreign exchange, we will be able to give the Finance Minister in foreign exchange, Rs. 2,000 crores from steel and the credit goes to our workers and managers who have worked very well. Truck strike has not affected us very badly.

श्री सुरेश पचौरी : महोदया, मेरा दूसरा सीधा प्रश्न था आपके माध्यम से कि स्टाक यार्ड डिलिवरी पर ट्रक आपरेटर्स की हड़ताल के समय कितना प्रभाव पड़ा ? प्राय: जब भी ट्रक सेल के द्वारा कांट्रैक्ट बेसिस पर लिए जाते हैं तो उसके लिए कुछ शर्तें तय की जाती हैं। जिन ट्रकों को सेल लेती है, यदि वे ट्रक वाले भी दूसरे ट्रक आपरेटर्स के साथ हड़ताल में शरीक हों तो मैं नहीं सोचता कि सेल जिन शर्तों पर उन ट्रकों को ले रही है वे शर्तें वे पूरी कर पाते हैं। यदि वे कांट्रैक्ट बेसिस पर वे ट्रक आपरेटर्स, वे ट्रक वाले भी शरीक हुए हैं देश के दूसरे ट्रक आपरेटर्स की हड़ताल के साथ तो उन पर सेल के माध्यम से या वे सेल के उस अधिकारी, जिन्होंने चहेते लोगों को कांट्रैक्ट बेसिस पर वे ट्रक दे दिए हैं तो उन पर क्या कार्यवाही की गई है ? यदि नहीं की गई है तो मंत्रालय स्तर पर क्या इसके लिए कोई पहल की जाएगी और उन अधिकारियों से पूछताछ की जाएगी जिन्होंने अपने चहेते लोगों को कांट्रैक्ट बेसिस पर ट्रक दे दिए और वे सारे लोग भी ट्रक आपरेटर्स के साथ स्ट्राइक में शरीक हुए जिसकी वजह से सेल को यह भारी नुकसान उठाना पड़ा। तो क्या उन अधिकारियों के खिलाफ भी कार्यवाही की जाएगी या उनसे पूछताछ की जाएगी ताकि भविष्य में वे सारे ट्रक मालिक उन ट्रक आपरेटर्स के साथ स्ट्राइक में शरीक न हो पायें ?

SHRI SONTOSH MOHAN DEV: Madam, the question relates to stockyard. The stockyard delivery is taken by customers by their hired trucks. We do not appoint any contractor for delivering any product from the stockyard. It is done by customers by their own transport. So the question of taking action against any contractor does not arise. In the steel plant, about 80 to 90 per cent in-and-out or raw materials and finished products is done by train, not by truck. So the question of taking action against the stockyard is not at all necessary.

Another question which the hon. Member has asked is: What was the loss during the strike period? The strike was there from 15 September to 28 September for 14 days. We were able to supply 2,4,000 tonnes of material during the period of strike. On an average of comparing it to the previous year or any other year, the supply was 30,000 tonnes less, which we have recovered in October by supplying around 2,79,999 tonnes of material during the second fortnight of October. So the loss which was sustained during the period of strike was recovered partially in the subsequent period by giving xtra delivery.

SHRI SHIV PRATAP MISHRA: Madam, I would like to know from the hon. Minister about the colossal loss. If it is true, was it not overlook especially when the notice of strike by transporters was given a month in advance? It goes without saying that the Steel Authority should have visualised the situation and

taken adequate alternative steps to prevent such a stupendous loss. I would like to know, if it is correct, whether the responsibility of this lapse is fixed on the officers who were responsible of this lapse and fixed on the officers who were responsible and any action is taken.

SHRI SONTOSH MOHAN DEV: Madam, I am the protector of the employees. I must say that no employee was responsible. When the strike was called, we took appropriate steps and all the workers and employees worked properly So the question of taking any action does not arise. I fully appreciate the concern of the hon. Members. We do take preventive steps to see that the SAIL does not go down. As I said earlier, we tried to deliver more material before the strike and after the strike to cover the backlog during the strike period. I can assure the hon. Member that if we see any contractor or any individual is responsible, appropriate action as per law will be taken.

SHRI MURLIDHAR CHANDRAKANT BHANDARE: Madam, there has been a general buoyancy in picking up commodities like steel and cement and that is reflected in the hon. Minister's reply. And I am happy that, by and large, there has been a satisfactory pick up in the profits and performance of this unit. What I am asking is: though strikes cannot be avoided, has the hon. Minister taken adequate steps (a) to avoid the strike; (b) to see to it that it is not prolonged beyond a reasonable time and (c) what is most important, to keep buffer stocks in the various stockyards.

SHRI SONTOSH MOHAN DEV: Madam, truck strike was not in the steel sector only but it was an overall strike all over the country. And the strategy that was to be taken by the Surface Transport Ministry along with the respective State Governments. As regards what the hon. Member has said. I can say that the Government of India took appropriate action and, not only that, we have seen during the strike that in West Bengal and also in certain parts of Maharashtra, the strike was called off before 14 days and action was taken by the respective State Governments in conjunction with the Surface Transport Minister who was negotiating with the strikers. It was not a like of the steel plant truck operators. And, yes, I agree with the hon. Members that appropriate steps were taken and, as I have said in the original reply, we have taken pre-emptive steps to see to it that the stockards were full of quantity. But if the people do not come, we cannot supply. But in spite of that, the Government Departments, the Army, Defence and all have cooperated and we have been able to supply at least a good quantity.

Extension of CAT for Employees of Kendriya Vidyalaya Sangathan

*224. SHRI MOHAMMED KHALEELUR RAHMAN:†

SHRI SARADA MOHANTY:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Kendriya Vidyalaya Sangathan have ever approached the Central Government for extension of jurisdiction of the Central Administrative Tribunal to the employees of KVS; and

(b) if so, the details thereof;

THE DEPUTY MINISTER IN THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) KUMARI SELJA): (a) and (b) An autonomous organisation comes under the purview of Central Administrative Tribunal when the Department of Personnel notifies it under Section 14 of Administrative Tribunal Act. The Department of Personnel has expressed that in view of the workload in the various Senches of the Central Administrative Tribunal, they are not in a position to include Kendriya Vidyalaya Sangathan for the time being.